



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

maining chapters are taken up the subjects of floods and their prevention, municipal supply and the purification of rivers, water-power in national development, swamp drainage, irrigation, soil conservation, and navigation. While the method of treatment is primarily theoretical, nevertheless much attention is given to the practical aspects of the question. The author is an advocate of government ownership and his recommendations with regard to the proper policy are in this direction.

It is difficult to see why this work should be called the conservation of water any more than the conservation of the soil, which indeed is the object in view. Although the writer abstracts from the engineering and political difficulties involved in such a movement and one questions whether his estimates would stand economic investigation, yet the work on the whole is a mine of information upon the possibilities in this movement and draws attention to the absurdity of any attempt to canalize our rivers without first undertaking the problem of conservation. This work is written in an interesting manner and should exercise some influence.

Our Inland Seas: Their Shipping and Commerce for Three Centuries. By J. C. MILLS. Chicago: McClurg & Co., 1910. 8vo, pp. ix+380. \$1.75 net.

This book is a fascinating presentation of the conditions and value of lake shipping, treated in its historical connections. The origin and discovery of the Great Lakes is admirably interwoven with the romance of early American history. The transition from one stage of naval architecture and of power to another is related not only to technical inventions but also to such economic conditions as railroad competition.

Water transportation has had an important influence on industrial development. It has conditioned the exploitation of the whole Superior region, and made northern Ohio the center of the iron and steel industry of the world. During the last decade lake commerce has more and more resolved itself into classes, which tendency has resulted in specialization of types of vessels. The author recommends the Georgian Bay Canal project as a means of securing a short, through-water route for the grain of the Canadian West. He further approves of all aid to the development of these inland waterways which he thinks have great economic possibilities. We would hesitate, however, to make this generalization so comprehensive as the author suggests. This study of the economic aspects of the problem is inadequate. A defect of the book is the constant introduction of material which is almost wholly irrelevant. The description of Indian life, much of the story of La Salle and the "king of the mormons" as well as the Fenian raid of 1864, and the chapter on "Early Steam Navigation," while most interesting, are unnecessary and obscure the purpose of the book. The illustrations are numerous and well chosen.